U.S. Department
of Transportation

Federal Transit Administration

Federal Highway Administration

Intermodal Surface Transportation Efficiency Act

Flexible Funding Opportunities for Transportation Investments

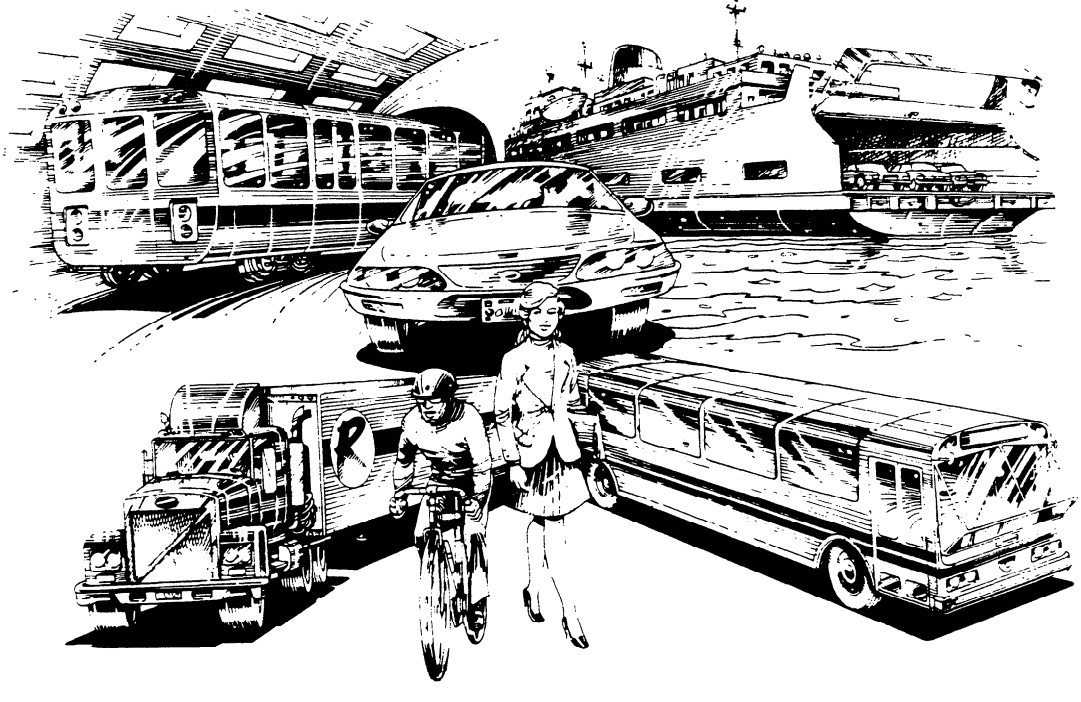

Table of Contents

Multimodalism and Flexible Funds

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) broke significant ground in giving State and local decisionmakers greater discretion in the use of Federal transportation dollars. In particular, ISTEA's flexible fund programs now provide transportation planners and decisionmakers with theflexibility to fund transportation projects, programs, and initiatives which best meet locally determined goals and objectives for mobility, economic opportunity, and air quality. The key to getting the most out of flexible funding is understanding the multimodal transportation planning process which identifies the most appropriate solutions for our most urgent local and regional transportation problems.

What does a "multimodal" transportation system mean?

Multimodalism is the integration of all modes of transportation --- highways, public transportation, bicycle and pedestrian facilities --- into an interconnected, "seamless" system Multimodalism also acknowledges the importance of strategies which go beyond investments in expanded infrastructure --- for example, the implementation of rideshare programs or alternative work schedules --- which make the most efficient use of existing transportation facilities. A multimodal transportation system is a system of complimentary --- not competing --- modes planned and coordinated to provide maximum personal mobility within environmental and financial constraints.

How does multimodalism help a community?

A multimodal transportation system provides the public with several benefits. Multimodalism offers users access to choices among several options for travel, based on individual values of cost, convenience, and travel time. It ensures social equity by providing alternatives to travel by automobile for those populations which do not own vehicles. By shifting trips from the automobile to other forms of travel, auto emissions are significantly reduced and air quality may improve. Moreover, a multimodal approach to transportation planning challenges planners and decisionmakers to rethink past assumptions and develop new and innovative solutions to transportation problems.

Perhaps an example might illustrate the advantages of multimodal planning and investment over traditional highway construction. A major highway which links a community to jobs or shopping suffers from terrible congestion during the morning and afternoon "peak" hours of travel. Adding road capacity might relieve this congestion, but may provide only a partial and temporary solution: it does nothing to enhance the mobility of those individuals without automobiles, and it could further entice vehicle owners --- who perceive faster travel times because of the road improvements --- to make more and longer trips on the highway. As automobile trips increase in the corridor, congestion ultimately returns and leads us back to the same problem we sought to eliminate in the first place.

Multimodal planning, however, would consider a variety of ways to meet the community's demand for access and mobility. Perhaps improvements to public transportation in the corridor might induce drivers to leave their cars at home and take a bus or train into work. Not only would this relieve the highway of some automobile traffic, but it would provide citizens who do not own vehicles --- or do not care to use their vehicles --- with access to jobs and shopping. Efficiency along the corridor might be further enhanced through the implementation of carpool programs, high-occupancy vehicle facilities, and advanced technology Intelligent Transportation System (ITS) elements. Adoption by employers of parking management policies, transit fare subsidies, and alternative work schedules which shift travel to "off-peak" hours may further reduce congestion and help sustain improvements yielded by highway investments.

What this example demonstrates is two important goals of multimodalism: 1) investment in one mode (or the "packaging" of investments and policies) should represent an investment in the transportation system as a whole; and 2) implemented solutions can and should be sustainable and serve a long-term need.

What facilitates the development of a multimodal transportation system?

There are several conditions to effective multimodal planning and project development. These include 1) the establishment of multimodal, multi-jurisdictional and

"multi-interest" planning partnerships; 2) the development by this partnership of community and regionwide goals and objectives for transportation, economic, and social development; 3) a "problem-solving" approach to transportation planning; 4) the integration of transportation and land use planning; and 5) taking full advantage of the planning and "flexible funding" provisions contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These five elements of multimodal planning are discussed below.

Planning Partnerships

Multimodalism requires a reinvention of traditional transportation planning. Not only must highway and transit planners begin to work more closely together, they must begin to see the services and facilities they plan within broader goals for community and economic development. To that end, transportation planners need to form planning partnerships with business and community groups, land use planners, locally elected officials, environmental interests, advocates for alternative transportation, and, importantly, the general public.

Many of these players are new to the transportation planning "table", but all are impacted by transportation decisions, and all have something to offer. The inclusion of these groups provide the multimodal transportation planner with better information about the needs of the populations they plan for, and may help to generate support for innovative solutions to transportation problems. The involvement of local employers, for example, may lead to the adoption of some of the "travel demand management" strategies -- i.e. parking management, alternative work schedules, perhaps even telecommuting -- which help to redirect trips off of congested transportation modes.

There is another reason to involve as wide and diverse a range of interests as possible in the transportation planning process. The building of a broad coalition of support for the transportation planning process makes planning activities more credible among these diverse interests, and ensures public "buy-in' of the transportation plans and projects which result from the process. While some planners argue that too much involvement of the public unnecessarily delays the implementation of transportation improvements, the opposite is true: the early and continuing involvement of the public should lead to the development of transportation plans, programs, and projects which are widely supported, thus reducing the likelihood of last-minute delays resulting from legal action brought about by dissatisfied groups.

Development of Goals and Objectives

Consensus on transportation investments is further enhanced by the establishment of a shared vision for the future. In other words, the development of transportation plans, programs, and projects should reflect the priorities of the interests (social, economic, environmental) which function within a given region. The establishment of a planning partnership as described above should thus lead to the development of goals and objectives which will help guide the transportation planning process. Partners need to ask several questions: What aspects of my community do I value? What aspects would I like to see improved? What do I want my community to look like in the future? No doubt that not all groups will share the same exact priorities, and negotiation is critical. The result of this negotiation, however, is the establishment of a foundation for transportation planners to evaluate and select the most appropriate transportation strategies which best meet locally defined goals and objectives for community and regional development.

MPO Goals and Objectives

The East-West Gateway Coordinating Council (EWGCC), the MPO of the St. Louis metropolitan area, properly views transportation as "more than asphalt, concrete, and steel. (It is) an evolving and dynamic system which links the region's communities to opportunity and which supports the region as a whole in the nation's economy." In its long range plan, titled "***Transportation Redefined***", the EWGCC sets wide-ranging *regional* goals and objectives --- for example, ensuring a sustainable and growing economy, providing for opportunities for recreation, cultural expression, and education, managing future development to protect community, environmental, and historical assets --- and then identifies more specific goals which focus on the role that transportation plays in achieving these broad regional objectives. In other words, a shared vision of what the area values most ultimately drives the type of transportation system that will be planned and implemented over the next twenty years and beyond.

For the St. Louis metropolitan area, the transportation planning process is the process in which transportation decisions can be linked to environmental, social, and economic goals. This process further results in the development of solutions to identified problems experienced by the customers --- individuals, communities, and businesses --- of the transportation system. "Transportation Redefined" recognizes that the focus of transportation should be the efficient movement of people and goods, not simply the capacity needs of vehicles. A multimodal transportation system which considers alternative facilities, strategies, and policies, therefore, is the most appropriate system for meeting the region's diverse needs.

"multi-interest" planning partnerships; 2) the development by this partnership of community and regionwide goals and objectives for transportation, economic, and social development; 3) a "problem-solving" approach to transportation planning; 4) the integration of transportation and land use planning; and 5) taking full advantage of the planning and "flexible funding" provisions contained in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These five elements of multimodal planning are discussed below.

Planning Partnerships

Multimodalism requires a reinvention of traditional transportation planning. Not only must highway and transit planners begin to work more closely together, they must begin to see the services and facilities they plan within broader goals for community and economic development. To that end, transportation planners need to form planning partnerships with business and community groups, land use planners, locally elected officials, environmental interests, advocates for alternative transportation, and, importantly, the general public.

Many of these players are new to the transportation planning "table", but all are impacted by transportation decisions, and all have something to offer. The inclusion of these groups provide the multimodal transportation planner with better information about the needs of the populations they plan for, and may help to generate support for innovative solutions to transportation problems. The involvement of local employers, for example, may lead to the adoption of some of the "travel demand management" strategies -- i.e. parking management, alternative work schedules, perhaps even telecommuting -- which help to redirect trips off of congested transportation modes.

There is another reason to involve as wide and diverse a range of interests as possible in the transportation planning process. The building of a broad coalition of support for the transportation planning process makes planning activities more credible among these diverse interests, and ensures public "buy-in' of the transportation plans and projects which result from the process. While some planners argue that too much involvement of the public unnecessarily delays the implementation of transportation improvements, the opposite is true: the early and continuing involvement of the public should lead to the development of transportation plans, programs, and projects which are widely supported, thus reducing the likelihood of last-minute delays resulting from legal action brought about by dissatisfied groups.

Development of Goals and Objectives

Consensus on transportation investments is further enhanced by the establishment of a shared vision for the future. In other words, the development of transportation plans, programs, and projects should reflect the priorities of the interests (social, economic, environmental) which function within a given region. The establishment of a planning partnership as described above should thus lead to the development of goals and objectives which will help guide the transportation planning process. Partners need to ask several questions: What aspects of my community do I value? What aspects would I like to see improved? What do I want my community to look like in the future? No doubt that not all groups will share the same exact priorities, and negotiation is critical. The result of this negotiation, however, is the establishment of a foundation for transportation planners to evaluate and select the most appropriate transportation strategies which best meet locally defined goals and objectives for community and regional development.

MPO Goals and Objectives

The East-West Gateway Coordinating Council (EWGCC), the MPO of the St. Louis metropolitan area, properly views transportation as "more than asphalt, concrete, and steel. (It is) an evolving and dynamic system which links the region's communities to opportunity and which supports the region as a whole in the nation's economy." In its long range plan, titled "***Transportation Redefined***", the EWGCC sets wide-ranging *regional* goals and objectives --- for example, ensuring a sustainable and growing economy, providing for opportunities for recreation, cultural expression, and education, managing future development to protect community, environmental, and historical assets --- and then identifies more specific goals which focus on the role that transportation plays in achieving these broad regional objectives. In other words, a shared vision of what the area values most ultimately drives the type of transportation system that will be planned and implemented over the next twenty years and beyond.

For the St. Louis metropolitan area, the transportation planning process is the process in which transportation decisions can be linked to environmental, social, and economic goals. This process further results in the development of solutions to identified problems experienced by the customers --- individuals, communities, and businesses --- of the transportation system. "Transportation Redefined" recognizes that the focus of transportation should be the efficient movement of people and goods, not simply the capacity needs of vehicles. A multimodal transportation system which considers alternative facilities, strategies, and policies, therefore, is the most appropriate system for meeting the region's diverse needs.

ISTEA Planning and Funding Provisions

Changing our traditional approach to transportation planning is an ambitious task. Fortunately, ISTEA provides a framework for developing the new partnerships and planning procedures necessary to achieve these objectives. On October 18, 1993, the Federal Highway Administration and Federal Transit Administration issued joint regulations to help guide statewide and metropolitan transportation planning. These regulations address, among other things:

- The development of multimodal transportation plans to guide the establishment of a long range vision for transportation in a given state or urbanized area.
- The development of a transportation improvement program, or "TIP", to implement the goals and objectives contained in the plan.
- The implementation of congestion management systems to identify and evaluate low cost strategies to mitigate and manage congestion in urbanized areas.
- The undertaking of major investment studies to address the evaluation of alternatives when a transportation problem requires significant capital investment.
- The development of procedures to facilitate the involvement of the general public in transportation planning activities.

Another very important tool for the development of multimodal plans, programs, and projects is "flexible funding." Unlike traditional categorical funding programs which restrict project eligibility to narrowly defined uses, flexible funding supports multimodal planning and project development by eliminating strict modal criteria as a condition of use. Instead, Federal flexible funds may be used for highway, transit, and multimodal capital and planning investments --- whichever transportation solutions are identified by state and metropolitan planning processes as best meeting locally defined goals and objectives Over the 6 year life span of ISTEA, over $70 billion of Federal highway and nearly $10 billion in Federal transit funds may be used flexibly. And while we have seen a gradual increase in the use of flexible funds for innovative, multimodal projects, flexible funding remains a largely under-utilized resource.

Realigning the responsibilities, roles and relationships of players and other participants in the transportation planning process will not happen over night. ISTEA provides a necessary starting point, but it will be up to each area's planning partnership to effectively implement a multimodal approach to transportation planning which meets locally determined goals and objectives for community development. The following provides a summary of the ISTEA planning provisions, and highlights examples of several projects and processes which have embraced the spirit of ISTEA and have used flexible funding to realize a new vision for the planning and delivery of transportation services.

Flexible Funding Opportunities for Transportation Investments 1991-95

The use of flexible funds for transit projects and other multimodal investments has increased dramatically since 1991. Whereas less than $6 million in Federal-aid Urban System funds were transferred by FHWA to FTA in the year prior to the passage of ISTEA, FTA administered over $800 million for transit related purposes in FY 1995. From 1992 through 1995, over $2 billion dollars of flexible funds have been obligated by FTA for transit projects and other multimodal investments.

(in millions of dollars)

FHWA Transfers to FTA	FY 91	FY 92	FY 93	FY 94	FY 95	Total
CMAQ		177.0	298.4	317.0	484.1	1,276.5
STP		25.2	146.9	183.2	200.3	555.5
Interstate Substitute		100.0	0.1	83.3	83.3	267.7
FHWA Earmarks/FAUS	5.8	1.6	23.8	26.2	34.1	85.7
Total Transfers to FTA	5.8	303.8	469.2	609.7	801.8	2,184.5

In addition to these amounts, FHWA has since FY 1992 administered billions of dollars in STP, CMAQ, and NHS funds for multimodal transportation projects such as HOV facilities, vanpool projects, and park and ride lots, as well as for multimodal planning activities. The point here is that for most multimodal projects, funds need not be transferred between FHWA and FTA. It is important that project sponsors and collaborators work closely with their counterparts from FHWA and FTA to maximize their use of ISTEA's flexibility and ensure the most timely and efficient delivery of available resources.

ISTEA Planning and Funding Provisions

Changing our traditional approach to transportation planning is an ambitious task. Fortunately, ISTEA provides a framework for developing the new partnerships and planning procedures necessary to achieve these objectives. On October 18, 1993, the Federal Highway Administration and Federal Transit Administration issued joint regulations to help guide statewide and metropolitan transportation planning. These regulations address, among other things:

- The development of multimodal transportation plans to guide the establishment of a long range vision for transportation in a given state or urbanized area.
- The development of a transportation improvement program, or "TIP", to implement the goals and objectives contained in the plan.
- The implementation of congestion management systems to identify and evaluate low cost strategies to mitigate and manage congestion in urbanized areas.
- The undertaking of major investment studies to address the evaluation of alternatives when a transportation problem requires significant capital investment.
- The development of procedures to facilitate the involvement of the general public in transportation planning activities.

Another very important tool for the development of multimodal plans, programs, and projects is "flexible funding." Unlike traditional categorical funding programs which restrict project eligibility to narrowly defined uses, flexible funding supports multimodal planning and project development by eliminating strict modal criteria as a condition of use. Instead, Federal flexible funds may be used for highway, transit, and multimodal capital and planning investments --- whichever transportation solutions are identified by state and metropolitan planning processes as best meeting locally defined goals and objectives Over the 6 year life span of ISTEA, over $70 billion of Federal highway and nearly $10 billion in Federal transit funds may be used flexibly. And while we have seen a gradual increase in the use of flexible funds for innovative, multimodal projects, flexible funding remains a largely under-utilized resource.

Realigning the responsibilities, roles and relationships of players and other participants in the transportation planning process will not happen over night. ISTEA provides a necessary starting point, but it will be up to each area's planning partnership to effectively implement a multimodal approach to transportation planning which meets locally determined goals and objectives for community development. The following provides a summary of the ISTEA planning provisions, and highlights examples of several projects and processes which have embraced the spirit of ISTEA and have used flexible funding to realize a new vision for the planning and delivery of transportation services.

Flexible Funding Opportunities for Transportation Investments 1991-95

The use of flexible funds for transit projects and other multimodal investments has increased dramatically since 1991. Whereas less than $6 million in Federal-aid Urban System funds were transferred by FHWA to FTA in the year prior to the passage of ISTEA, FTA administered over $800 million for transit related purposes in FY 1995. From 1992 through 1995, over $2 billion dollars of flexible funds have been obligated by FTA for transit projects and other multimodal investments.

(in millions of dollars)

FHWA Transfers to FTA	FY 91	FY 92	FY 93	FY 94	FY 95	Total
CMAQ		177.0	298.4	317.0	484.1	1,276.5
STP		25.2	146.9	183.2	200.3	555.5
Interstate Substitute		100.0	0.1	83.3	83.3	267.7
FHWA Earmarks/FAUS	5.8	1.6	23.8	26.2	34.1	85.7
Total Transfers to FTA	5.8	303.8	469.2	609.7	801.8	2,184.5

In addition to these amounts, FHWA has since FY 1992 administered billions of dollars in STP, CMAQ, and NHS funds for multimodal transportation projects such as HOV facilities, vanpool projects, and park and ride lots, as well as for multimodal planning activities. The point here is that for most multimodal projects, funds need not be transferred between FHWA and FTA. It is important that project sponsors and collaborators work closely with their counterparts from FHWA and FTA to maximize their use of ISTEA's flexibility and ensure the most timely and efficient delivery of available resources.

part of the MIS process, most CMS strategies are projects and programs which are eligible for flexible funding.

Financial Constraints

ISTEA stipulates that metropolitan plans, TIPs, and STIPs include only those projects for which funding can be reasonably expected to be available. The intent of "financially constrained" plans and programs is to focus investment on operating and maintaining the existing transportation system and to prevent TIPs from becoming unrealistic "wish lists" of projects. Furthermore, in nonattainment areas, fiscally constrained plans and TIPs ensure that sufficient funds are available for the implementation of required transportation control measures (TCMs; see appendix I) and that the sum of transportation improvements identified in plans and contained in TIPs demonstrates conformity with State Implementation Plans for the reduction of transportation related pollutants.

Because of these financial requirements, projects generated by the transportation planning process must not only meet cooperatively defined needs, but must be developed within the context of realistic funding availability. Flexible funds give decisionmakers great leverage in long term financial planning by expanding the potential availability of funding beyond traditional specific Federal highway or transit allocations.

Planning Factors

To help set a direction for the development and preparation of plans, TIPs, and major investment studies in metropolitan areas, ISTEA has identified 15 factors which must be explicitly considered throughout the transportation planning process (recent legislation designating the National Highway System has added a sixteenth factor; see box to the right). These factors address both transportation issues (i.e. alleviating congestion, preserving existing facilities) and the need for the process to encompass broader issues such as consistency with land use planning and the affects of transportation investments on surrounding communities.

The joint FTA/FHWA planning regulations further define 23 factors for consideration in the development of statewide plans and STIPs. Metropolitan and statewide planning factors, combined with the cooperation of affected agencies and the need to solve the air quality and congestion problems faced in most urban areas, should serve as the building blocks for the development of multimodal planning and project evaluation criteria. As demonstrated by the included case studies, the development of multimodal project evaluation criteria is an important component of any planning process which intends to get the most out of flexible funding.

Metropolitan Planning Factors

1. The preservation of existing transportation facilities.
2. Consistency of transportation plans with Federal, state, and local energy conservation programs and policies.
3. The need to relieve congestion and to prevent congestion where it does not yet occur.
4. Consistency of transportation plans and programs with land use plans.
5. Where appropriate, the programming of funds for transportation enhancement activities.
6. The effect of transportation projects on the surrounding communities. Such consideration should include an analysis of the cost-effectiveness of alternative investments to meet the demand for transportation services.
7. Access to other transportation facilities (such as air and seaports, freight distribution routes), national parks, and border crossings.
8. Connectivity of roads within metropolitan areas with roads outside of such areas.
9. Needs identified through transportation management systems.
10. The preservation of rights-of-way for future transportation improvements.
11. The enhancement of the efficient movement of freight.
12. The use of life-cycle costing for bridges, tunnels, and pavements.
13. The overall social, economic, energy, and environmental effects of transportation decisions and the need to work with the public and affected agencies (such as housing, community development, and environmental resource management agencies) to ensure that transportation plans are compatible with social and environmental goals.
14. The expansion of transit services, where appropriate.
15. Improving security on transit systems.
16. Recreational travel and tourism.

Project Evaluation Processes

Prior to the availability of flexible funding, the selection of transportation projects was driven in large part by the narrowly defined eligibility of the source of funds being used.

These Federal restrictions discouraged the development of multimodal project evaluation criteria because any type of multimodal analysis could not be supported by traditional funding mechanisms. Flexible funding, however, eliminates these Federal funding limitations, and the development of multimodal project evaluation criteria allows planners to effectively rate the various highway, transit, and other modal improvements to evaluate how well they

part of the MIS process, most CMS strategies are projects and programs which are eligible for flexible funding.

Financial Constraints

ISTEA stipulates that metropolitan plans, TIPs, and STIPs include only those projects for which funding can be reasonably expected to be available. The intent of "financially constrained" plans and programs is to focus investment on operating and maintaining the existing transportation system and to prevent TIPs from becoming unrealistic "wish lists" of projects. Furthermore, in nonattainment areas, fiscally constrained plans and TIPs ensure that sufficient funds are available for the implementation of required transportation control measures (TCMs; see appendix I) and that the sum of transportation improvements identified in plans and contained in TIPs demonstrates conformity with State Implementation Plans for the reduction of transportation related pollutants.

Because of these financial requirements, projects generated by the transportation planning process must not only meet cooperatively defined needs, but must be developed within the context of realistic funding availability. Flexible funds give decisionmakers great leverage in long term financial planning by expanding the potential availability of funding beyond traditional specific Federal highway or transit allocations.

Planning Factors

To help set a direction for the development and preparation of plans, TIPs, and major investment studies in metropolitan areas, ISTEA has identified 15 factors which must be explicitly considered throughout the transportation planning process (recent legislation designating the National Highway System has added a sixteenth factor; see box to the right). These factors address both transportation issues (i.e. alleviating congestion, preserving existing facilities) and the need for the process to encompass broader issues such as consistency with land use planning and the affects of transportation investments on surrounding communities.

The joint FTA/FHWA planning regulations further define 23 factors for consideration in the development of statewide plans and STIPs. Metropolitan and statewide planning factors, combined with the cooperation of affected agencies and the need to solve the air quality and congestion problems faced in most urban areas, should serve as the building blocks for the development of multimodal planning and project evaluation criteria. As demonstrated by the included case studies, the development of multimodal project evaluation criteria is an important component of any planning process which intends to get the most out of flexible funding.

Metropolitan Planning Factors

1. The preservation of existing transportation facilities.
2. Consistency of transportation plans with Federal, state, and local energy conservation programs and policies.
3. The need to relieve congestion and to prevent congestion where it does not yet occur.
4. Consistency of transportation plans and programs with land use plans.
5. Where appropriate, the programming of funds for transportation enhancement activities.
6. The effect of transportation projects on the surrounding communities. Such consideration should include an analysis of the cost-effectiveness of alternative investments to meet the demand for transportation services.
7. Access to other transportation facilities (such as air and seaports, freight distribution routes), national parks, and border crossings.
8. Connectivity of roads within metropolitan areas with roads outside of such areas.
9. Needs identified through transportation management systems.
10. The preservation of rights-of-way for future transportation improvements.
11. The enhancement of the efficient movement of freight.
12. The use of life-cycle costing for bridges, tunnels, and pavements.
13. The overall social, economic, energy, and environmental effects of transportation decisions and the need to work with the public and affected agencies (such as housing, community development, and environmental resource management agencies) to ensure that transportation plans are compatible with social and environmental goals.
14. The expansion of transit services, where appropriate.
15. Improving security on transit systems.
16. Recreational travel and tourism.

Project Evaluation Processes

Prior to the availability of flexible funding, the selection of transportation projects was driven in large part by the narrowly defined eligibility of the source of funds being used.

These Federal restrictions discouraged the development of multimodal project evaluation criteria because any type of multimodal analysis could not be supported by traditional funding mechanisms. Flexible funding, however, eliminates these Federal funding limitations, and the development of multimodal project evaluation criteria allows planners to effectively rate the various highway, transit, and other modal improvements to evaluate how well they

Flexible Fund Programs

Another element of a successful multimodal planning process is understanding the Federal, State, and local funding sources which support the implementation of transportation improvement programs. The following summarizes FHWA and FTA flexible funding programs and the improvement opportunities provided by them. While all of the programs described below may be considered "flexible", it is important to consider and understand the distinct eligibility requirements for the use of each funding source.

The Surface Transportation Program

The Surface Transportation Program (STP) provides for the widest flexibility of ISTEA's formula programs. STP funds may be used for several highway and transit capital and planning activities, including:

Capital	Planning
Construction/ rehabilitation of roads and bridges	Surface transportation planning activities
Public transportation capital improvements	Development of ISTEA management systems
Car/vanpool projects	Wetland mitigation
Fringe and corridor parking facilities	Highway and transit research and development
Bicycle and ped facilities	Environmental analysis

Other eligible projects under the Surface Transportation Program include highway and transit safety improvements, capital and operating costs for traffic management and control projects, and most Transportation Control Measures (TCMs; see appendix 1) established by the Clean Air Act Amendments of 1990 (CAAA).

The Surface Transportation Program is authorized in ISTEA at $23.9 billion over the life of the Act. Several hundred million dollars in "apportionment adjustments" are added to each year's program; in addition, in fiscal years 1996 and 1997, Reimbursement funds for peviously constructed non-Federally aided Interstate highways have been added to the annual Surface Transportation Program.

STP funds are distributed among various population and programmatic categories. Some program funds are made available specifically to metropolitan planning areas containing UZAs over 200,000 population; STP funds are also set aside to areas under 200,000 and 5,000 population. The largest portion of STP funds (about 37.5%) may be used *anywhere* within the State to which they are apportioned.

STP Transportation Enhancements

About ten percent of the Surface Transportation Program has been set aside for transportation enhancement activities. Enhancement projects are intended to integrate transportation facilities into their surrounding communities by increasing public access and enjoyment. They can also be stand-alone projects with an identifiable relationship to the intermodal transportation system. Transportation enhancement projects should be generated from the metropolitan and statewide transportation planning process described in the previous section and must be based on strong community support.

Ten specific categories of transportation enhancements are eligible for funding. Please note that the list is definitive; only those activities listed below are eligible for transportation enhancement funding:

1. Provision of facilities for pedestrian and bicycles.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic/historic highway programs.
4. Landscaping and other scenic beautification.
5. Historic preservation.
6. Rehabilitation and operation of historic transportation facilities (including railroads and canals).
7. Preservation of abandoned railroad corridors (and their conversion to pedestrian and bicycle trails).
8. Control and removal of outdoor advertising.
9. Archeological planning and research.
10. Mitigation of water pollution due to highway runoff.

Congestion Mitigation and Air Quality Improvement Program

Consistent with the intent of flexible funding, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program is distinguished by its objectives --- i.e. improving our Nation's air quality and managing traffic congestion --- rather than by typical modal eligibility requirements. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air

Flexible Fund Programs

Another element of a successful multimodal planning process is understanding the Federal, State, and local funding sources which support the implementation of transportation improvement programs. The following summarizes FHWA and FTA flexible funding programs and the improvement opportunities provided by them. While all of the programs described below may be considered "flexible", it is important to consider and understand the distinct eligibility requirements for the use of each funding source.

The Surface Transportation Program

The Surface Transportation Program (STP) provides for the widest flexibility of ISTEA's formula programs. STP funds may be used for several highway and transit capital and planning activities, including:

Capital	Planning
Construction/ rehabilitation of roads and bridges	Surface transportation planning activities
Public transportation capital improvements	Development of ISTEA management systems
Car/vanpool projects	Wetland mitigation
Fringe and corridor parking facilities	Highway and transit research and development
Bicycle and ped facilities	Environmental analysis

Other eligible projects under the Surface Transportation Program include highway and transit safety improvements, capital and operating costs for traffic management and control projects, and most Transportation Control Measures (TCMs; see appendix 1) established by the Clean Air Act Amendments of 1990 (CAAA).

The Surface Transportation Program is authorized in ISTEA at $23.9 billion over the life of the Act. Several hundred million dollars in "apportionment adjustments" are added to each year's program; in addition, in fiscal years 1996 and 1997, Reimbursement funds for peviously constructed non-Federally aided Interstate highways have been added to the annual Surface Transportation Program.

STP funds are distributed among various population and programmatic categories. Some program funds are made available specifically to metropolitan planning areas containing UZAs over 200,000 population; STP funds are also set aside to areas under 200,000 and 5,000 population. The largest portion of STP funds (about 37.5%) may be used ***anywhere*** within the State to which they are apportioned.

STP Transportation Enhancements

About ten percent of the Surface Transportation Program has been set aside for transportation enhancement activities. Enhancement projects are intended to integrate transportation facilities into their surrounding communities by increasing public access and enjoyment. They can also be stand-alone projects with an identifiable relationship to the intermodal transportation system. Transportation enhancement projects should be generated from the metropolitan and statewide transportation planning process described in the previous section and must be based on strong community support.

Ten specific categories of transportation enhancements are eligible for funding. Please note that the list is definitive; only those activities listed below are eligible for transportation enhancement funding:

1. Provision of facilities for pedestrian and bicycles.
2. Acquisition of scenic easements and scenic or historic sites.
3. Scenic/historic highway programs.
4. Landscaping and other scenic beautification.
5. Historic preservation.
6. Rehabilitation and operation of historic transportation facilities (including railroads and canals).
7. Preservation of abandoned railroad corridors (and their conversion to pedestrian and bicycle trails).
8. Control and removal of outdoor advertising.
9. Archeological planning and research.
10. Mitigation of water pollution due to highway runoff.

Congestion Mitigation and Air Quality Improvement Program

Consistent with the intent of flexible funding, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program is distinguished by its objectives --- i.e. improving our Nation's air quality and managing traffic congestion --- rather than by typical modal eligibility requirements. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air

may be transferred to the STP (although up to 100% may be transferred with the approval of the U.S. Secretary of Transportation).

Funding Restoration

The NHS Act also restores a portion of FY 1996 Title 23 (Highways) funding which was reduced due to budget compliance provisions contained in ISTEA. These restored funds may be used for any purpose eligible under the Surface Transportation Program or other Chapter 1, Title 23 Federal-aid programs.

Bridge and Interstate Maintenance programs

Bridge Replacement and Rehabilitation program funds are apportioned among States based on the square footage of "deficient" highway bridges inventoried by each State. Up to 40% of Bridge program funds may be transferred by States to the STP or NHS for purposes consistent with either program.

Interstate Maintenance program funds are apportioned to States based on interstate lane miles and vehicle miles traveled criteria established by Congress. Each State may unconditionally transfer up to 20% of its Interstate Maintenance apportionment to the STP or NHS. In addition, if a State certifies that its apportionment is in excess of its maintenance needs, it may, upon approval by the Secretary of Transportation, transfer this excess amount to the STP or NHS.

Funds transferred by either program to the STP may be used anywhere within a State.

Donor State Bonus and Minimum Allocation

The Donor State Bonus and Minimum Allocation programs are additional equity provisions which ensure a return to "donor" States which contribute more to the Highway Trust Fund than they receive in Federal-aid apportionments. Like the STP, a portion of the Donor State Bonus and Minimum Allocation funds are earmarked for use in areas of specific population thresholds. Funds available under these categories may be used for any purpose eligible under the Surface Transportation Program.

FTA Urbanized Area Formula Transit funds

FTA's Urbanized Area Formula Program provides transit capital and operating assistance to metropolitan areas of 50,000 and more population. Urbanized Area Formula funds apportioned to TMAs which cannot be used for the payment of transit operating expenses may be made available for highway projects if the following three conditions are met:

1. The use of these funds for highway purposes is approved by the MPO after appropriate notice and opportunity for comment and appeal are provided to affected transit providers;

2. The funds are not needed for capital transit investments required by the Americans with Disabilities Act of 1990;

3. State and local funds used to match Urbanized Area Formula funds made available for highway purposes are also eligible to fund either highway or transit projects.

Flexing Transit Funds for Highway Use

On April 26, 1994, the Board of Directors of the Mid-America Regional Council (MARC), the metropolitan planning organization for the Kansas City urbanized area, approved a memorandum of understanding with Johnson County, Kansas, and the Kansas City Area Transportation Authority (KCATA) which set into motion the Nation's first ***transfer of FTA formula transit funds to FHWA for highway improvement purposes***. The proposed transfer of $750,000 in Urbanized Area Formula funds to the Surface Transportation Program demonstrates an innovative, cooperative approach to using funding flexibility for meeting the investment needs, regardless of mode, identified by a multimodal transportation planning process.

Johnson County, which through the Transit division of its Transportation Department offers both fixed-route and demand-response public transportation services, was looking for ways to supplement operating revenues for fiscal years 1995 and '96. At the same time, capital funds were needed for critical road improvement projects within the County. Because of the flexibility of both local and Federal funding sources, however, MARC saw an opportunity to transfer $375,000 FY 95 and '96 Urbanized Area Formula capital resources to the Kansas Department of Transportation's Surface Transportation Program to add needed capacity to a congested local arterial; this, by agreement, would allow the overmatch portion of the local funds previously committed to the road project to offset operating expenses of Johnson County Transit. The transfer of transit capital to highway capital funds, and the subsequent "trading" of these highway funds for transit operating assistance, demonstrates that funding flexibility, coupled with interagency cooperation, can work for the benefits of all modes.

Urbanized Area Formula transit funds have also been used for highway improvements in Spokane, Washington.

may be transferred to the STP (although up to 100% may be transferred with the approval of the U.S. Secretary of Transportation).

Funding Restoration

The NHS Act also restores a portion of FY 1996 Title 23 (Highways) funding which was reduced due to budget compliance provisions contained in ISTEA. These restored funds may be used for any purpose eligible under the Surface Transportation Program or other Chapter 1, Title 23 Federal-aid programs.

Bridge and Interstate Maintenance programs

Bridge Replacement and Rehabilitation program funds are apportioned among States based on the square footage of "deficient" highway bridges inventoried by each State. Up to 40% of Bridge program funds may be transferred by States to the STP or NHS for purposes consistent with either program.

Interstate Maintenance program funds are apportioned to States based on interstate lane miles and vehicle miles traveled criteria established by Congress. Each State may unconditionally transfer up to 20% of its Interstate Maintenance apportionment to the STP or NHS. In addition, if a State certifies that its apportionment is in excess of its maintenance needs, it may, upon approval by the Secretary of Transportation, transfer this excess amount to the STP or NHS.

Funds transferred by either program to the STP may be used anywhere within a State.

Donor State Bonus and Minimum Allocation

The Donor State Bonus and Minimum Allocation programs are additional equity provisions which ensure a return to "donor" States which contribute more to the Highway Trust Fund than they receive in Federal-aid apportionments. Like the STP, a portion of the Donor State Bonus and Minimum Allocation funds are earmarked for use in areas of specific population thresholds. Funds available under these categories may be used for any purpose eligible under the Surface Transportation Program.

FTA Urbanized Area Formula Transit funds

FTA's Urbanized Area Formula Program provides transit capital and operating assistance to metropolitan areas of 50,000 and more population. Urbanized Area Formula funds apportioned to TMAs which cannot be used for the payment of transit operating expenses may be made available for highway projects if the following three conditions are met:

1. The use of these funds for highway purposes is approved by the MPO after appropriate notice and opportunity for comment and appeal are provided to affected transit providers;

2. The funds are not needed for capital transit investments required by the Americans with Disabilities Act of 1990;

3. State and local funds used to match Urbanized Area Formula funds made available for highway purposes are also eligible to fund either highway or transit projects.

Flexing Transit Funds for Highway Use

On April 26, 1994, the Board of Directors of the Mid-America Regional Council (MARC), the metropolitan planning organization for the Kansas City urbanized area, approved a memorandum of understanding with Johnson County, Kansas, and the Kansas City Area Transportation Authority (KCATA) which set into motion the Nation's first ***transfer of FTA formula transit funds to FHWA for highway improvement purposes***. The proposed transfer of $750,000 in Urbanized Area Formula funds to the Surface Transportation Program demonstrates an innovative, cooperative approach to using funding flexibility for meeting the investment needs, regardless of mode, identified by a multimodal transportation planning process.

Johnson County, which through the Transit division of its Transportation Department offers both fixed-route and demand-response public transportation services, was looking for ways to supplement operating revenues for fiscal years 1995 and '96. At the same time, capital funds were needed for critical road improvement projects within the County. Because of the flexibility of both local and Federal funding sources, however, MARC saw an opportunity to transfer $375,000 FY 95 and '96 Urbanized Area Formula capital resources to the Kansas Department of Transportation's Surface Transportation Program to add needed capacity to a congested local arterial; this, by agreement, would allow the overmatch portion of the local funds previously committed to the road project to offset operating expenses of Johnson County Transit. The transfer of transit capital to highway capital funds, and the subsequent "trading" of these highway funds for transit operating assistance, demonstrates that funding flexibility, coupled with interagency cooperation, can work for the benefits of all modes.

Urbanized Area Formula transit funds have also been used for highway improvements in Spokane, Washington.

Case Studies

Pedestrian Accessway in Cleveland

In the last 10 years, downtown Cleveland, Ohio, has enjoyed a remarkable renewal. Rehabilitation of the multimodal Tower City station has dramatically improved rail access to downtown employment and shopping, and subsequent development -- such as the city's Gateway Sports and Entertainment Complex, home of the baseball Indians and basketball Cavaliers --- has further revitalized the central business district, generating even more jobs and retail opportunities.

An important piece of the city's redevelopment has been the construction of a Passenger Accessway which links the Tower City rapid transit station with the Gateway Complex. The 1,050 foot accessway, built by the Greater Cleveland Regional Transit Authority and funded with $8,000,000 in CMAQ resources, provides a climate controlled pedestrian connection between downtown's main transit terminal and the Gateway. The accessway effectively extends access of the RTA's light rail system to the Gateway Complex, thus reducing the need for parking at the Gateway and relieving congestion on the area's surrounding streets and highway network. Furthermore, the accessway is totally grade separated; users do not have to cross downtown arterials to gain access to the Gateway, ensuring a safe and convenient link between the two facilities.

Since the Passenger Accessway opened in 1994, more than 940,000 transit trips have been linked to it, removing 625,000 automobile trips and 5 million vehicle miles from the road system. Seventeen percent of fans attending sporting events at the Gateway in 1994 took advantage of public transportation to reach it.

Flexible funds can be --- and have been --- used for a variety of transportation projects and programs. The following provides several more examples of how flexible funds have worked for communities around the nation, and how the key elements of a multimodal planning process --- the development of *planning partnerships, integration of transportation and land use,* and taking a *problem-solving approach* to transportation planning --- can help areas maintain mobility, reduce congestion, and provide more options for travel, while promoting community and economic development goals.

Partnerships in Project Development

One of the keys to successful project planning, development, and implementation is soliciting input and gaining support from a broad range of community interests. In Grand Rapids, Michigan, for example, the region's transit authority (GRATA) organized a committee of community leaders and citizens to act as an advisory and coordinating body to GRATA's long range planning effort. The committee, along with transit and MPO staff, will create and evaluate visions of what a multimodal transportation system will look like in Grand Rapids, and how investments in transportation can help reduce commuting costs, traffic congestion, parking requirements, energy consumption and air pollution. Among other activities, the committee is visiting model transit communities to determine what lessons they can bring to Grand Rapids. Some of the ideas generated to meet these goals include a reverse commute service; rideshare marketing; and the implementation of a new downtown Circulator service. GRATA has utilized nearly $5 million in CMAQ funds over the last three years to fund these and other improvements, and their multimodal task force continues to generate new and innovative ideas.

A similar approach to participatory planning is occurring in Berks County, Pennsylvania. The Reading Area MPO created a ***CMAQ Tusk Force,*** comprised of 25 representatives from area businesses, the region's transit provider, and city and county planning officials, to review all CMAQ projects proposed for the region. In addition to meeting air quality objectives, CMAQ projects must be endorsed by the committee as being consistent with regional needs and priorities before they can be included in the area's TIP. Among the projects endorsed by the task force are a series of park and ride lots to relieve congestion on major arterials.

The wide range of multimodal projects eligible for assistance under flexible fund programs require a more inclusive approach to goal formulation and project development. The incorporation of community and business interests helps to generate innovative ideas and build broad consensus for investments in improving air quality.

Case Studies

Pedestrian Accessway in Cleveland

In the last 10 years, downtown Cleveland, Ohio, has enjoyed an amazing renewal. Rehabilitation of the multimodal Tower City station has dramatically improved rail access to downtown employment and shopping, and subsequent development -- such as the city's Gateway Sports and Entertainment Complex, home of the baseball Indians and basketball Cavaliers --- has further revitalized the central business district, generating even more jobs and retail opportunities.

An important piece of the city's redevelopment has been the construction of a Passenger *Accessway* which links the Tower City rapid transit station with the Gateway Complex. The 1,050 foot accessway, built by the Greater Cleveland Regional Transit Authority and funded with $8,000,000 in CMAQ resources, provides a climate-controlled pedestrian connection between downtown's main transit terminal and the Gateway. The accessway effectively extends access of the RTA's light rail system to the Gateway Complex, thus reducing the need for parking at the Gateway and relieving congestion on the area's surrounding streets and highway network. Furthermore, the accessway is totally grade separated; users do not have to cross downtown arterials to gain access to the Gateway, ensuring a safe and convenient link between the two facilities.

Since the Passenger Accessway opened in 1994, more than 940,000 transit trips have been linked to it, removing 625,000 automobile trips and 5 million vehicle miles from the road system. Seventeen percent of fans attending sporting events at the Gateway in 1994 took advantage of public transportation to reach it.

Flexible funds can be --- and have been --- used for a variety of transportation projects and programs. The following provides several more examples of how flexible funds have worked for communities around the nation, and how the key elements of a multimodal planning process --- the development of *planning partnerships, integration of transportation and land use,* and taking a *problem-solving* approach to transportation planning --- can help areas maintain mobility, reduce congestion, and provide more options for travel, while promoting community and economic development goals.

Partnerships in Project Development

One of the keys to successful project planning, development, and implementation is soliciting input and gaining support from a broad range of community interests. In Grand Rapids, Michigan, for example, the region's transit authority (GRATA) organized a committee of community leaders and citizens to act as an advisory and coordinating body to GRATA's long range planning effort. The committee, along with transit and MPO staff, will create and evaluate visions of what a multimodal transportation system will look like in Grand Rapids, and how investments in transportation can help reduce commuting costs, traffic congestion, parking requirements, energy consumption and air pollution. Among other activities, the committee is visiting model transit communities to determine what lessons they can bring to Grand Rapids. Some of the ideas generated to meet these goals include a reverse commute service; rideshare marketing; and the implementation of a new downtown Circulator service. GRATA has utilized nearly $5 million in CMAQ funds over the last three years to fund these and other improvements, and their multimodal task force continues to generate new and innovative ideas.

A similar approach to participatory planning is occurring in Berks County, Pennsylvania. The Reading Area MPO created a ***CMAQ Tusk Force,*** comprised of 25 representatives from area businesses, the region's transit provider, and city and county planning officials, to review all CMAQ projects proposed for the region. In addition to meeting air quality objectives, CMAQ projects must be endorsed by the committee as being consistent with regional needs and priorities before they can be included in the area's TIP. Among the projects endorsed by the task force are a series of park and ride lots to relieve congestion on major arterials.

The wide range of multimodal projects eligible for assistance under flexible fund programs require a more inclusive approach to goal formulation and project development. The incorporation of community and business interests helps to generate innovative ideas and build broad consensus for investments in improving air quality.

Investments in transportation facilities should incorporate both community and regional needs and be seen within the context of surrounding economic development. The following two examples demonstrate how two communities have tied transportation, land use, and economic development planning into a comprehensive strategy for revitalizing urban neighborhoods.

A Tale of Two Terminals

The Rensselaer Amtrak station, located just across the Hudson River from downtown Albany, New York, serves as the region's major terminal of downtown-oriented rail trips. The facility, however, suffers from long overdue maintenance work and inadequate access by private vehicle. Meanwhile, the area surrounding the terminal has declined over the past several years, and no master plan has existed to guide its redevelopment.

Planners in the Capital District recognized the importance of the Rensselaer station as both an important link for regional travel and as a possible centerpiece for economic development in the Rensselaer community. In early 1994, using both CMAQ funds and city generated revenues, the Capital District Transportation Authority (CDTA) commissioned a development study for the area surrounding the station. While the CDTA administered the study, an advisory committee, comprised of city, county, and State officials, as well as representatives from Amtrak, local businesses, and rail commuters, provided policy direction to the study. Four committee meetings were open to the public to provide for their input. A final report, which includes both a station development plan and a plan for development in the neighborhood around the station was completed in October, 1995.

As directed from this report, rehabilitation of the ***Rensselaer Intermodal Station*** and neighborhood revitalization efforts will encompass several elements of the community and are being sought from a variety of financial sources. FTA capital transit funds, matched with state transit and rail resources, will provide several passenger amenities to the station and improve access to it by bus and automobile; meanwhile, FHWA funds may be used for bridge improvements which will enhance access between Rensselaer and downtown Albany. Concurrently, the city of Rensselaer is using $250,000 in community development funds for infrastructure improvements in the residential neighborhood around the station, the county's Industrial Development Agency is financing a hotel feasibility study on the site; and the city is financing plans for a new City Hall near the station.

By cooperating with local development agencies and the region's MPO, CDTA will be part of a partnership that will leverage a variety of state, local and Federal transportation and urban development funds for much needed improvements. The result is more than just an intermodal terminal; its an investment in the rebuilding of a valued community.

The city of Worcester, MA is also focusing on the rehabilitation of its ***historic Union Station*** as a major component of its economic development plans. Once one of the great architectural treasures of New England, Union Station has been abandoned since 1979, victimized by vandalism, and threatened with demolition. Yet the station --- which is located near downtown Worcester and Interstate 290 and is built on two rail lines --- has the potential for playing a major role in facilitating passenger travel both locally and throughout the region.

Using CMAQ funds, the Worcester Regional Transit Authority (WRTA) and the city's Redevelopment Authority have studied the transportation, air quality, and economic development impacts of a renovated, operational Union Station. Public input was solicited regarding various renovation alternatives, and a Union Station Committee, consisting of various transportation, business, community, and preservation interests, was created to guide the study. Based on the results of the study and public comment, the WRTA concluded that a feasible restoration of the Station could maintain the architectural character of the facility while at the same time be expanded to serve local, express, and innercity bus service, airport shuttle and taxi service, a parking garage, Amtrak, and the Massachusetts Bay Transportation Authority's commuter rail extension. The Station would accommodate bicycle and pedestrian traffic to downtown, and will provide space for commercial activities and a visitor center highlighting the Blackstone River Valley. The total project cost is estimated at $35 million and is proposed to be funded under a combination of CMAQ and Urbanized Area Formula funds.

Worcester's Intermodal Union Station will make traveling by all modes more convenient, will improve the area's air quality, and will serve as a conduit to future development around the facility. As with the Rensselaer Intermodal Station, Union Station is seen by the community as not only an important regional transportation asset but as a catalyst to the revitalization of downtown Worcester.

US 301 South Corridor MIS

The 56-mile US 301 Corridor stretches from US Route 50 in Bowie, Maryland south to the Potomac River.: US 301 was originally built as a bypass of Washington, DC. As the Washington area spread outward, however, commercial and residential development sprouted along the highway, leading to a congested mix of local and through traffic on much of the corridor. A proposal for a new, limited access Outer Beltway to divert through traffic was met with substantial public opposition.

Subsequently, an MIS has been undertaken by the Maryland Department of Transportation, in cooperation with local transportation agencies, to address the US 301 corridor's existing and future transportation problem. The study, includes a broad set of highway, transit, and policy options, including:

- a six-lane 'fully controlled 'access highway with the existing traffic 'lights replaced with a minimum number of interchanges:
- a light rail. line along US 301 and MD 5 connecting to a future Metrorail Station at Branch Avenue;
- commuter rail on existing tracks through Hall US 301;
- HOV lanes on US 301, MD 5, and MD 205;
- increased local and express bus service;
- park and ride lots, transportation' centers; and land use changes.

The MIS process is being used' to generate and evaluate alternative strategy packages which include combinations of these facilities and policies.' This process may set' the stage for the selection of a multimodal package of improvements as the preferred investment strategy. These strategies are being explored with the public through an extensive outreach program, including a 76-member citizen task force.

ISTEA's major investment study (MIS) requirement provides the transportation planning partnership with a mechanism for evaluating a broad range of multimodal facility and policy options for solving transportation problems. Flexible funds can be used to fund both the MIS *and* most of the alternatives identified and analyzed by the study.

Denver's Coordinated MIS Process

In the Denver metropolitan area, three agencies collaborate in the regional transportation planning process:. the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), and the Denver Regional Council of Governments (DRCOG). Construction of an international airport, rapid growth throughout the region, and increasing congestion and concern for the area's air quality requires that these agencies take a collaborative regional approach, to transportation problem-solving .

The agencies have collectively identified three major transportation corridors as candidates for a major investment study. To facilitate the required analyses, 'a coordinated MIS process is being utilized to prioritize activities among the three corridors, as well as within each corridor. Each corridor is managed by a different transportation agency, but an MIS' Coordination Committee, comprised of representatives 'from the RTD, CDOT, and DRCOG, as well: as the consultant teams involved in the studies, has been established to facilitate consistency among the three corridors. One intent of the Coordination Committee is to develop a Guidance Manual to establish common procedures for evaluating alternatives for each MIS. DRCOG 'and RTD are further cooperating to provide joint traffic and patronage' forecasts for all three studies.

The overall goal of this cooperation is to ensure consistent 'and credible information to help decisionmakers select a priority corridor for investment. A cooperative approach to conducting an MIS also helps fit future corridor improvements to 'the region's long range transportation and air quality' improvement plans, ensures that these improvements can be achieved with identified funds, and provides a consistent vision for the future of the Denver metropolitan area.

US 301 South Corridor MIS

The 58-mile US 301 Corridor stretches from US Route 50 in Bowie, Maryland south to the Potomac River. US 301 was originally built as a bypass of Washington, DC. As the Washington area spread outward, however, commercial and residential development occurred along the highway, leading to a congested mix of local and through traffic on much of the corridor. A proposal for a new, limited access Outer Beltway to divert through traffic was met with substantial public opposition.

Subsequently, an MIS has been undertaken by the Maryland Department of Transportation, in cooperation with local transportation agencies, to address the US 301 corridor's existing and future transportation problem. The study includes a broad set of highway, transit, and policy options, including:

- a six-lane "fully controlled" access highway with the existing traffic lights replaced with a minimum number of interchanges;
- a light rail line along US 301 and MD 5 connecting to a future Metrorail Station at Branch Avenue;
- commuter rail on existing tracks that parallel US 301;
- HOV lanes on US 301, MD 5, and MD 205;
- increased local and express bus service;
- park and ride lots; telecommuting centers; and land use changes.

The MIS process is being used to generate and evaluate alternative strategy packages which include combinations of these facilities and policies. This process may set the stage for the selection of a multimodal package of improvements as the preferred investment strategy. These strategies are being explored with the public through an extensive outreach program, including a 76-member citizen task force.

ISTEA's major investment study (MIS) requirement provides the transportation planning partnership with a mechanism for evaluating a broad range of multimodal facility and policy options for solving transportation problems. Flexible funds can be used to fund both the MIS *and* most of the alternatives identified and analyzed by the study.

Denver's Coordinated MIS Process

In the Denver metropolitan area, three agencies collaborate in the regional transportation planning process: the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), and the Denver Regional Council of Governments (DRCOG). Construction of an international airport, rapid growth throughout the region, and increasing congestion and concern for the area's air quality requires that these agencies take a collaborative regional approach to transportation problem-solving.

The agencies have collectively identified three major transportation corridors as candidates for a major investment study. To facilitate the required analyses, a coordinated MIS process is being utilized to prioritize activities among the three corridors, as well as within each corridor. Each corridor is managed by a different transportation agency, but an MIS Coordination Committee, comprised of representatives from the RTD, CDOT, and DRCOG, as well as the consultant teams involved in the studies, has been established to facilitate consistency among the three corridors. One intent of the Coordination Committee is to develop a Guidance Manual to establish common procedures for evaluating alternatives for each MIS. DRCOG and RTD are further cooperating to provide joint traffic and patronage forecasts for all three studies.

The overall goal of this cooperation is to ensure consistent and credible information to help decisionmakers select a priority corridor for investment. A cooperative approach to conducting an MIS also helps fit future corridor improvements to the region's long range transportation and air quality improvement plans, ensures that these improvements can be achieved with identified funds, and provides a consistent vision for the future of the Denver metropolitan area.

US 301 South Corridor MIS

The 58-mile US 301 Corridor stretches from US Route 50 in Bowie, Maryland south to the Potomac River. US 301 was originally built as a bypass of Washington, DC. As the Washington area spread outward, however, commercial and residential development occurred along the highway, leading to a congested mix of local and through traffic on much of the corridor. A proposal for a new, limited access Outer Beltway to divert through traffic was met with substantial public opposition.

Subsequently, an MIS has been undertaken by the Maryland Department of Transportation, in cooperation with local transportation agencies, to address the US 301 corridor's existing and future transportation problem. The study includes a broad set of highway, transit, and policy options, including:

- a six-lane "fully controlled" access highway with the existing traffic lights replaced with a minimum number of interchanges;
- a light rail line along US 301 and MD 5 connecting to a future Metrorail Station at Branch Avenue;
- commuter rail on existing tracks that parallel US 301;
- HOV lanes on US 301, MD 5, and MD 205;
- increased local and express bus service;
- park and ride lots; telecommuting centers; and land use changes.

The MIS process is being used to generate and evaluate alternative strategy packages which include combinations of these facilities and policies. This process may set the stage for the selection of a multimodal package of improvements as the preferred investment strategy. These strategies are being explored with the public through an extensive outreach program, including a 76-member citizen task force.

ISTEA's major investment study (MIS) requirement provides the transportation planning partnership with a mechanism for evaluating a broad range of multimodal facility and policy options for solving transportation problems. Flexible funds can be used to fund both the MIS *and* most of the alternatives identified and analyzed by the study.

Denver's Coordinated MIS Process

In the Denver metropolitan area, three agencies collaborate in the regional transportation planning process: the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), and the Denver Regional Council of Governments (DRCOG). Construction of an international airport, rapid growth throughout the region, and increasing congestion and concern for the area's air quality requires that these agencies take a collaborative regional approach to transportation problem-solving.

The agencies have collectively identified three major transportation corridors as candidates for a major investment study. To facilitate the required analyses, a coordinated MIS process is being utilized to prioritize activities among the three corridors, as well as within each corridor. Each corridor is managed by a different transportation agency, but an MIS Coordination Committee, comprised of representatives from the RTD, CDOT, and DRCOG, as well as the consultant teams involved in the studies, has been established to facilitate consistency among the three corridors. One intent of the Coordination Committee is to develop a Guidance Manual to establish common procedures for evaluating alternatives for each MIS. DRCOG and RTD are further cooperating to provide joint traffic and patronage forecasts for all three studies.

The overall goal of this cooperation is to ensure consistent and credible information to help decisionmakers select a priority corridor for investment. A cooperative approach to conducting an MIS also helps fit future corridor improvements to the region's long range transportation and air quality improvement plans, ensures that these improvements can be achieved with identified funds, and provides a consistent vision for the future of the Denver metropolitan area.

Appendix II (continued)

Classified Carbon Monoxide Nonattainment Areas

Serious

Los Angeles South Coast Air Basin

Moderate > 12.7 ppm

Anchorage, AK
Denver-Boulder, CO
Fresno, CA
Las Vegas, NV
New York-N. New Jer-Long Isle, NY-NJ-CT
Provo, UT
Seattle-Tacoma, WA
Spokane, WA

Moderate <=12.7 ppm

Albuquerque, NM
Baltimore, MD
Boston, MA
Chico, CA
Colorado Springs, CO
El Paso, TX
Fairbanks, AK
Fort Collins, CO
Grants Pass, OR
Hartford-New Britain-Middletown, CT
Klamath Falls, OR
Lake Tahoe South Shore, CA
Longmont, CO
Medford, OR
Duluth, MN
Cleveland, OH
Memphis, TN
Minneapolis, MN
Missoula, MT
Modesto, CA
Ogden, UT
Philadelphia-Camden County, PA-NJ
Phoenix, AZ
Portland-Vancouver, OR-WA
Raleigh-Durham, NC
Reno, NV
Sacramento, CA
San Francisco-Oakland-San Jose, CA
San Diego, CA
Stockton, CA
Washington, DC-MD-VA
Winston-Salem, NC
Syracuse, NY

☆U.S. GOVERNMENT PRINTING OFFICE: 1996 - 405-571 - 81477/53752

Appendix II (continued)

Classified Carbon Monoxide Nonattainment Areas

Serious

Los Angeles South Coast Air Basin

Moderate > 12.7 ppm

Anchorage, AK
Denver-Boulder, CO
Fresno, CA
Las Vegas, NV
New York-N. New Jer-Long Isle, NY-NJ-CT
Provo, UT
Seattle-Tacoma, WA
Spokane, WA

Moderate <=12.7 ppm

Albuquerque, NM
Baltimore, MD
Boston, MA
Chico, CA
Colorado Springs, CO
El Paso, TX
Fairbanks, AK
Fort Collins, CO
Grants Pass, OR
Hartford-New Britain-Middletown, CT
Klamath Falls, OR
Lake Tahoe South Shore, CA
Longmont, CO
Medford, OR
Duluth, MN
Cleveland, OH
Memphis, TN
Minneapolis, MN
Missoula, MT
Modesto, CA
Ogden, UT
Philadelphia-Camden County, PA-NJ
Phoenix, AZ
Portland-Vancouver, OR-WA
Raleigh-Durham, NC
Reno, NV
Sacramento, CA
San Francisco-Oakland-San Jose, CA
San Diego, CA
Stockton, CA
Washington, DC-MD-VA
Winston-Salem, NC
Syracuse, NY

☆U.S. GOVERNMENT PRINTING OFFICE: 1996 - 405-571 - 81477/53752

Appendix II (continued)

Classified Carbon Monoxide Nonattainment Areas

Serious

Los Angeles South Coast Air Basin

Moderate > 12.7 ppm

Anchorage, AK
Denver-Boulder, CO
Fresno, CA
Las Vegas, NV
New York-N. New Jer-Long Isle, NY-NJ-CT
Provo, UT
Seattle-Tacoma, WA
Spokane, WA

Moderate <=12.7 ppm

Albuquerque, NM
Baltimore, MD
Boston, MA
Chico, CA
Colorado Springs, CO
El Paso, TX
Fairbanks, AK
Fort Collins, CO
Grants Pass, OR
Hartford-New Britain-Middletown, CT
Klamath Falls, OR
Lake Tahoe South Shore, CA
Longmont, CO
Medford, OR
Duluth, MN
Cleveland, OH
Memphis, TN
Minneapolis, MN
Missoula, MT
Modesto, CA
Ogden, UT
Philadelphia-Camden County, PA-NJ
Phoenix, AZ
Portland-Vancouver, OR-WA
Raleigh-Durham, NC
Reno, NV
Sacramento, CA
San Francisco-Oakland-San Jose, CA
San Diego, CA
Stockton, CA
Washington, DC-MD-VA
Winston-Salem, NC
Syracuse, NY

☆ U.S. GOVERNMENT PRINTING OFFICE: 1996 - 405-571 - 81447/53752